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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION FROM

CD NO.

FOREIGN DOCUMENTS OR RADIO BROADCASTS

COUNTRY Yugoslavia

DATE OF INFORMATION 1949

SUBJECT Economic - Water transportation

DATE DIST. 30 Aug 1946

HOW PUBLISHED Daily newspapers

NO. OF PAGES 3

WHERE PUBLISHED Belgrade

DATE
PUBLISHED 9 Jul - 2 Aug 1949

SUPPLEMENT TO
REPORT NO.

LANGUAGE Serbo-Croatian

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SOURCE: Newspapers as indicated.

HARBOR MECHANIZATION PLANNED;
SHIP REPAIR SPEEDED

PLJEKA HARBOR TO BE MECHANIZED - Borba, No 162, 10 Jul. 49

In Rijeka Harbor, largest port on the Adriatic, large-scale mechanization of loading, unloading, and transport will be carried out this year. Construction of a large harbor warehouse will begin soon, and the first large grain elevator, with a capacity of about 10,000 tons of grain, is near completion. About 85 percent of the electric system for the grain elevator and 90 percent of the machinery have been installed. The grain elevator, wharf installations, and several smaller projects should be completed by September.

Extensive work has been completed on refitting cranes that were completely destroyed during the war. This year 11 more cranes will be installed, seven of them rebuilt and four new. Their installation will begin soon. The cranes were rebuilt by Rijeka harbor workers almost entirely from unserviceable cranes. When cranes on the other wharves are repaired, by the end of the year, their capacity will approach prewar.

Large-scale repair and construction work on the transformer stations that supply power for the cranes has been finished. One of these stations has been built on the Belgrade wharf and another on the "Vladimir Gortan" dock. A transformer station to operate the cranes has been laid out on the "Otokar Kersovani" dock, and another is being built at the grain elevator.

Work in all warehouses has been greatly facilitated by the substitution of three new gears for the imported sprocket chains formerly used on the elevators. The elevators now work better and with greater precision, at a saving of about 2½ million dinars per year.

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SHIPYARD BUILDING, REPAIRING VESSELS - Borba, No 171, 20 Jul 49

Apatin -- The modern shipyard at Apatin, which developed out of several small workshops for repairing ships and boats, now performs general repairs on large steam and motor ships and builds new vessels.

This year, besides repairing tens of badly damaged steam and motor ships, the shipyard has repaired the 160-ton vessels Smeznik, Majevica, Javornik, Strbac, Kozara, and Kosmaj. It also made a general overhaul of the passenger ship Ljubljana, which was in very bad condition, modernized the ship, and built cabins and saloons.

The shipyard is now building a new motor cargo ship, the largest vessel it has ever built, which will be put in service this year. The main part of the ship has been completed and launched.

General overhaul of a 400-ton motor vessel will begin soon. The ship's engines, which were damaged by mines, will be repaired as quickly as possible.

Workers have built an industrial railroad line to speed the transport of raw materials and parts from one workshop to another. They have also made a crane for moving heavy iron parts which does the work of 16 men in a fraction of the time.

PASSENGER STEAMER OVERHAULED - Borba, No 168, 1/ Jul 49

Split -- The SS Budva, which was rebuilt this year in the "Vicko Krstulovic" Shipyard, has just completed its test voyage on the Split - Makarska line.

The Budva was built in 1899 in Trieste. Before the last war it served as a patrol boat under the name Oplenac. After the war, as the Budva, it ran regularly between the Dalmatian islands and Split. In October 1948, because of general wearing out, the ship was laid up in the "Vicko Krstulovic" Shipyard for reconstruction. The work has now been completed.

Almost the entire hull and plating of the ship were replaced, and the main and auxiliary engines and boilers were repaired. Passenger decks and dining saloons, hygienic and technical equipment for the crew, central heating, and comfortable beds were added.

On the trial voyage the Budva reached a speed of 12 knots. The ship will accommodate 320 to 400 passengers.

Within a few days the Budva will be turned over to the Jadranska Linijaska Plovidba (Adriatic Navigation Line).

MODERN CARGO VESSEL IN SERVICE - Rad, No 164, 12 Jul; 182, 2 Aug 49

Rijeka -- The SS Sarajevo, third ship of the first series of ocean-going steamers to be built by the "Treci Maj" Shipyard, was launched on 11 June and has now been turned over to the Yugoslav merchant marine.

The Sarajevo, fitted with the best equipment, has a length of 101 meters, beam 14 meters, gross register tonnage 3,100 tons, capacity 4,000 tons, displacement 6,100 tons, and speed estimated at 12.5 knots. The ship is equipped with electric cranes.

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The "Treci Maj" Shipyard has also completed work on the SS Skoplje, a ship of the same type, and will launch the motor ship Titograd soon. A fourth cargo ship from the same shipyard, the Zagreb, also fitted with modern equipment, was recently put into service.

TWO MORE CARGO SHIPS RAISED - Borba, No 161, 9 Jul 49

Rijeka -- By the end of June, a month after the large motor cargo ship Loki was raised from the bottom of the sea and towed into the shipyard, the "Brodospas" (Ship Salvage) Enterprise had raised two more cargo vessels sunk during the occupation.

After 3½ months of work, the SS Merkurio was raised from the bottom of Porec Harbor. The Merkurio had received two bad hits from Anglo-American aircraft in August 1944. The ship was carrying 1,200 tons of bauxite.

Meanwhile, the cargo steamship Marko, which had been sunk 150 meters from the shore in the Poljud Harbor in Split, was raised by the same enterprise.

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